

ASSOCIATE PRESS

446th Airlift Wing ✕ Air Force Reserve
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A Look Inside the Associate Press

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May 2003

McChord's Home Team

Volume 25, Issue 5



Photo by Airman 1st Class Isaac Freeman

Soldiers from the 173rd Airborne Brigade check their gear prior to loading C-17s bound for Iraq.

By air or land, aircrews deliver

By Sandra Pishner

◆ Wing Public Affairs

The first whispers of a plan were heard about 14 days before the historic mission. Planning began five days prior. The plan was refined and adjusted up to the minute it was executed. In the end, about 1,000 soldiers jumped into northern Iraq March 26, courtesy of a few C-17s and 446th Airlift Wing aircrews.

The night airdrop of the 173rd Airborne Brigade was the largest combat airdrop since the invasion of Panama in 1989, and the first combat

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Loadmasters send cargo, soldiers into Iraq

By Senior Master Sgt. Bob Norris

◆ 728th Airlift Squadron

Editor's Note: Norris was one of eight loadmasters from the 446th Airlift Wing who participated in the historic airdrops into northern Iraq on March 26. Here he chronicles the experience.

Sometimes all that tactical training pays off in a big way. Just ask the three 728th Airlift Squadron aircrews that participated in the first brigade-size combat airdrop. The crews were selected for the recent drop into Bashur airfield from a pool of 30 highly experienced aircrews.

Crews from the 728th AS provided 20 percent of both the heavy and personnel airdrops on the first night of what would become five nights of very high tempo operations. The darkness made night vision goggles essential.

Operating aircraft in formation using night vision goggles is not entirely new, but even the most experienced crews have only been qualified for about a year. Add all the radio chatter, the body armor, survival vests and the importance of doing it right and you have the ingredients for a very stressful sortie.

The aircrews involved were assigned their respective aircraft

and formation positions well before the actual drop and were given time to preflight and preposition all their life support and survival gear. All the crews took this time to gather in a quiet cockpit and talk through the entire mission from beginning to end.

The crews also discussed threat calls, additional duties and most importantly, emergency procedures.

The loadmasters on the personnel aircraft also had one very important task ahead; they had to familiarize the soldiers with the C-17. Most of the soldiers had never been on a C-17.

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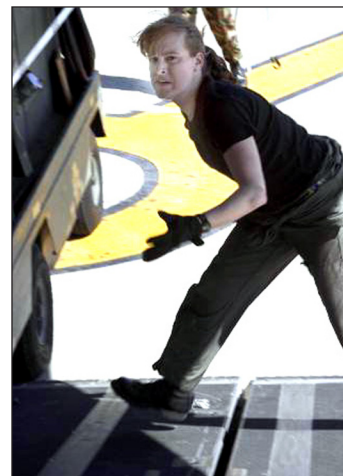


Photo by Master Sgt. Mark Bucher
Tech. Sgt. Heather Latimer, 97th Airlift Squadron loadmaster, supervises the unloading of her aircraft at a forward operating base

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May 21 is the deadline for articles in the June issue of the **446th Associate Press**.

All articles and photographs must be turned in to the 446th Airlift Wing Public Affairs office, Bldg. 1214, Room 124 by 4 p.m.

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Wing people big part of war effort

By Brig. Gen. Tom Gisler Jr.

◆ Commander

When the country called 446th Airlift Wing reservists answered - in a big way.

In fiscal 2002, our operators flew a total of 141 missions. In fiscal 2003, they've already flown 157 missions. In a normal year, the wing is allocated 6,000 to 8,000 flying hours. In fiscal 2003, the three flying squadrons have racked up more than 14,000 hours in only seven months.

For Operation Iraqi Freedom, pilots and loadmasters from the 728th Airlift Squadron provided 20 percent of the crews for the equipment and personnel airdrop of almost 1,000 soldiers into northern Iraq.

A 97th Airlift Squadron aircrew flew one of the first air land missions into Iraq. These airlift crews have moved more than 2,100 passengers and 16,600 tons of cargo.

The 313th Airlift Squadron, which is not activated, flew 18 missions from McChord supporting of Operations Enduring Freedom and Iraqi Freedom, and 13 other missions since February.

Wing aeromedical crews in Europe and at U.S. Central Command's bases, have worked 26-hour days, two and three times per week, handling as many as 100 passengers per week for each seven person aeromedical evacuation crew.

Our deployed aerial porters helped move more than 11,277 tons of cargo at Charleston AFB, S.C., in the month of March, a record amount. They also helped move 1,194 passengers and loaded a total of 681 aircraft in the same time period.

Maintenance units at Charleston, in Europe and CENTCOM have 446th Aircraft Maintenance Squadron crew chiefs pumping fuel, changing tires, fixing navigation lights and repairing landing gear damaged from excessive landings on rundown Middle Eastern runways.

At home, the operations group mobility staff, supported 144 missions and 677 people since the first flying squadron was activated Feb. 14. Our legal office staff has done more than 275 powers of attorney, 150 estate plans and performed 26 legal reviews on line of duty determinations. And, since 9/11, the 446th Aerospace Medicine Squadron has reviewed 1,500 medical records and given 6,600 shots, 1,000 of them since Feb. 14.

Even though OIF is in the headlines, the Air Force continues to support other operations around the globe. As of March 20, we've been doing Operation Northern Watch for 4,365 days



Brig. Gen. Tom Gisler Jr.

— more than 34,000 sorties; we've been doing Operation Southern Watch for 3,857 days — more than 285,000 sorties; and we've been doing Operation Enduring Freedom for 527 days — more than 104,000 sorties. By comparison, WWI (for the US) lasted 584 days, WWII (for the US)

lasted 2,174 days, Korea lasted 1,125 days, and Vietnam lasted 2,909 days — and they were all at different times, not simultaneous as ONW, OSW and OEF have been.

The Air Force operates more than 800 aircraft engaged in OIF combat and combat support missions. Aircraft are averaging more than 1,000 sorties per day. Since March 19, the Air Force has flown more than 18,000 sorties, out of 33,000 flown by coalition forces.

Since the start of OIF, coalition aircraft have dropped more than 23,000 munitions, roughly 70 percent of which were precision-guided.

The Air Force has flown nearly 6,500 airlift sorties, moving more than 65,000 passengers and nearly 48,000 tons of cargo. We have also flown more than 4,200 aerial refueling sorties, delivering more than 250 million gallons of fuel. The Air Force has flown more than 200 combat search and rescue sorties.

These accomplishments are the work of some of the hardest working professionals anywhere. And the reservists from the 446th Airlift Wing, activated or not, are a big part of that effort.

Your individual contribution to the war effort may not be highlighted here, but it is no less appreciated. Every job and every person is important. I know you do not function for the glory or the spotlight. You excel in your performance because you take great pride in what you do. Let me take this opportunity to say thank you to all the unsung heroes who make the 446th Airlift Wing the great organization it is today.

The hostilities in Iraq may have quieted, but the war is not over for the wing, reservist's families, or their employers. We need to continue to support our mission, operate in a safe manner and take care of our people. Together, you have done an incredible job. And I know you will continue to do so until the last job is done and the last reservist comes home.

From

One reservist's story

the Front

Editor's Note: A reservist with the 446th Aeromedical Evacuation Squadron here, Capt. Ed Hrivnak is currently on active duty with the 491st Expeditionary Aeromedical Evacuation Squadron. Hrivnak shares his experiences as an aeromedical evacuation nurse during Operation Iraqi Freedom. This is the first installment in a series, the length of which will be determined by the length of the captain's deployment.

By Capt. Ed Hrivnak
◆ 446th Aeromedical Evacuation Squadron

Waiting for a mission...

Thought I'd let everyone know how the war is going with me. I'm still in England. I have been unable to fly any medical evacuation missions because I am waiting for some of my equipment to arrive.

My medical crew has been broken up and I'm in a manpower pool now. We launch aeromedical evacuation missions every day. Since I'm no longer assigned to a crew, it does not look like I will be doing the job I spent seven years training for anytime soon.

I'll tell you a bit about the war. It is busy. No one gets anytime off. We work 12 to 16 hour duty days, every day. We are short staffed, short on equipment, and short on airplanes. We are making it work. Everyone is tired, yet morale is good. We just want to get the job done and come home.

Many of the folks out here are men and women reservists in their 50s. They could have retired years ago, but they still hang on. I wish every one of you could come out here and stand on the flightline for about an hour. The noise and volume of aircraft is amazing. The magnitude of the effort to get so many planes in the air

every day is overwhelming. It's impressive to watch and I'm proud to be a part of it.

The tempo of the medical evacuation missions are picking up. We started out flying three missions a week, then it went to once a day, and now sometimes twice a day. We are still learning the medical evacuation process. America has not experienced casualties like this in a generation. I'd rather be on the learning curve than be well-experienced at moving large volumes of wounded.

I'm sure at some point, I will get to do my job as a trauma nurse. Until then, I'm helping out anywhere I came to help make a difference. We are all very tired, but none of us are going to give up because our lives in the rear are much easier than the GI's on the front lines.

Nothing seems to go right, yet we make positive progress every day. I hope this war is over soon, so we may all get on with our lives and come home safely. I'm glad I'm out here. Many of my friends are out here and I'd feel guilty if I was not in this mess with them.

Win one for God and country? Win one for the Gipper? Free Iraq? I don't know about any of that. I just care about taking care of my comrades and getting as many of them home alive as I can.

First mission down range ...

The goal: To bring everyone home alive and have him or her in better shape than when we left the AOR, better know as "The Box," "the sand box," "the war



Courtesy photo
Capt. Ed Hrivnak

We are all very tired, but none of us are going to give up because our lives in the rear are much easier than the GI's on the front lines.

Ed Hrivnak

zone," or "down range."

The Aeromedical Evacuation crew: Seven reservists recalled to active duty for up to two years. We come from California, Virginia, and Washington. I am proud to serve with such a professional and experienced crew. Between the seven of us, we have close to 100 years of military experience and more than 8,300 hours of flight time. Our four medics speak German, Spanish, and Japanese. We also have the front-end crew of seven reservists from California. They went the extra mile to get the mission done. Our pilots and aircrew were all seasoned C-141C veterans.

The airplane: The C-141C. Built in the 1960s, this plane is flying its last major mission before retirement. We seem to always run behind waiting on spare parts and repairs.

The mission: We were legal for alert at 9 a.m. We had a heads-up that we would be called-in at 5 p.m. We were finally alerted to fly at 9: 45 p.m., so most of us had already been awake for 12 hours. We took-off late because our diplomatic clearance was not ready and the airfield "down range" had too many planes on the ramp. It's called being MOGged (maximum on ground) out.

We flew 5.5 hours to the airfield. Those not working try to get some sleep. One and a half hours prior to landing we get ready

◆ See FROM THE FRONT on Page 4

From One reservist's story the Front

Continued from Page 3

for the combat entry checklist. We don all our gear. Next to you is a chemical / biological suit and your survival vest.

The loadmasters arm our defensive systems and man the back doors. They peer outside looking for surface-to-air missiles and small arms fire. At a certain altitude, the aircraft is depressurized. That way a hole in the plane will not cause an explosive decompression.

We land and everyone is immediately out of their seats and getting ready for patients. We fly down with cargo and then reconfigure the aircraft for patients. We move as much as we can to get ready. But there is no room for us to park. The field is

MOGged out and we wait over an hour for a parking spot.

Someone finally spots our ground personnel. The only thing they are wearing is the chemical mask stored on the hip. The airfield is cold today, that means no missiles coming in. We then remove some of our personal gear. Most keep

their weapon and mask handy.

We refuel and our patients arrive.

Our patient load is 11-7+2 and a duty passenger. That means 11 litter patients, seven walking wounded, and two attendants. Some can take care of themselves; some need lots of help. All have been waiting for us for a long time and need pain medicine and antibiotics.

The injuries include a gunshot wound to the stomach, partial amputations from a



Graphic by Bob Goode

land mine, open fractures secondary to gunshot wound, a head injury, blast and shrapnel injuries, and dislocations.

The patients are mainly from the Marines and 101st Airborne Screaming Eagles. Many were involved in ambushes. We also have a smattering of noncombat injuries and medical patients.

We load the patients on the plane without delay. I ask the ground medics if they need anything on our next run. They state they need more litters. The litters go out on the plane, but never seem to make it back. One of our litters is broken and has to be rigged on the plane.

The aircrew starts engines and we don all our protective gear again. It's non-stop work getting the patients ready for take-off. I try and push as much pain medication as I can to get the GIs comfortable. We end up having a five-hour ground time.

Heading back ...

Take-off is uneventful. We remain unpressurized for a bit. The loadmasters stay in the doors and man the flares until we are out of missile range.

For the next eight and a half hours it is almost non-stop nursing care. Everyone is behind on his or her medications. I have a chest tube that gives me fits for most of the flight. I have to constantly adjust the suction to keep the patient comfortable. I suspect there was a small leak and air was filling outside the lung.

All the wounds are dirty and the wounded require multiple antibiotics. One GI gets infected anyway and spikes a fever. Another patient almost passes out from dehydration and requires fluid resuscitation. We run low on IV tubing, gloves, and alcohol wipes.

We also deal with post-traumatic stress

of combat. When we can, we talk to the wounded to assess their well being. In the civilian emergency room, I rarely did this.

Wounded words ...

The Marine with the belly wound has a Purple Heart medal next to him. I ask him if the medal means anything to him. He states, "Maybe someday, when I am older and out of this mess, it may mean something. Today, all I know is that my stomach hurts and I'm going to spend a long time in the hospital." He is a quiet, humble, reserved Marine and I am honored to have taken care of him. I try to give him and everyone else the best care possible.

A GI with shrapnel wounds is angry at being ambushed. He stated, "We lost most of our HUMVEEs to mortar fire. Many were wounded in the ambush... there was metal flying everywhere, but luckily no one was killed."

The GI with the amputation stares at the litter above his head. We talk about his wounds. "This sucks, but I know I'm lucky to be alive ... I'm glad I'm still alive," he said.

Somehow, each of the medical crew manages to get a 45-minute break to slam down MREs and a 30-minute power nap. We land in Germany in the middle of the night. The film clips that you see on TV are mainly of our evacuation unit bringing patients home. No media for us tonight. It's too late, too cold, and too dark for the media. Which is fine for me; I will not have to buy ice cream back at the fire department.

The patients are off-loaded and we clean up our mess. Our mission, from start to finish, was 29 hours long. Most of us were up 12 hours prior to that, minus catnaps, for a total of 41 hours.

We found out later the field came under rocket attack six times after we left. We had a cold landing zone and consider ourselves lucky.

The aeromedical evacuation mission was long and exhausting. It was one of the most rewarding things I have ever done in my life. I have trained seven years for this mission I hoped I never would have to do. The training paid off. I consider myself honored and privileged to have taken care of such brave Americans of the U.S. Marines and U.S. Army. Our long duty day does not compare to the sacrifices the GIs on the line are making. I hope I can help them again.

I ask him if the medal means anything to him. He states, "Maybe someday, when I am older and out of this mess, it may mean something. Today, all I know is that my stomach hurts and I'm going to spend a long time in the hospital."

Ed Hrivnak

Grounded 'Goose' gets the gear

By Tech. Sgt. Collen Roundtree

◆ Wing Public Affairs

A large, stuffed white goose looks down on the desk of the man whose nicknamed is "Goose." He doesn't really have an official duty title, but his duty saves more than 500 aircrew members at least two days for every mission they fly. In the past year alone, that equals almost 2,500 duty days saved for the 446th Airlift Wing.

When the 313th Airlift Squadron converted to the C-17 on Oct. 1, 2002, Master Sgt. Gary "Goose" Gosselin, a self-professed "unemployed" C-141 flight engineer, was faced with a decision. Either retrain, relocate or get out of the Air Force Reserve. With the conversion to the C-17, flight engineers were obsolete. Wing aircrews, however, soon found the value of their grounded "Goose."

"Right after 9/11, I was still flying at the time, one of the pilots said we needed to pick up gear before going out," said Gosselin.

Gosselin noticed how much time it took individuals to gather equipment.

Once the conversion to the C-17 began, the now former flight engineer started doing the leg-work gathering mobility gear for his squadron's aircrews.

"At the time, there was a lot of confusion and not a lot of accountability and things were getting lost," said Gosselin.

Before he centralized the checkout of life-support and mobility gear for aircrews, each crew member was responsible for signing out all the gear they would need for each trip. Once the mission was done, aircrews then check it all back in.

For some missions there could be as many as three different kits required.



Photo by Tech. Sgt. Collen Roundtree
Master Sgt. Gary "Goose" Gosselin, 313th Airlift Squadron, unloads some gear after an aircrew completes its mission. Gosselin saved aircrew members 2,500 duty days last year with his mobility gear support.

Some aircrews would keep the equipment for the next mission if they were headed out again in a few days. Subsequently, items were lost track of quickly.

Gosselin refined an existing system and that allowed him to track equipment with a database he created in Microsoft Access. It also alleviated the need for aircrews to take a day at each end of a mission to gather or return equipment. It wasn't long before he was doing the same thing for all three of the 446th Airlift Wing's flying squadrons and the 446th Aeromedical Evacuation Squadron.

"I said why not combine all the flying squadron's mobility

equipment needs into one central office," said Gosselin, who was then told "here is your office" and to "run with it. Let's see what you come up with."

What Gosselin came up with was a program that started with three or four crews per week and grew to what is now as many as 30 aircrews in a week that need individual mobility equipment.

Because of the ability to track equipment, losses are fewer and savings have increased.

According to Senior Master Sgt. Brian Zar, NCOIC of training for the 446th Operations Group, the D-kit replacement cost is about \$2,500.

But money isn't the only

thing Gosselin is saving. Time is another valuable commodity.

"It prevents the loss of equipment and reduces the speed bumps for the aircrews," said Gosselin.

One speed bump is the average 200 pounds of baggage each crew member carries each time they get on and off a bus or aircraft. That baggage includes the 'A' bag with the sleeping bag, mess kit and general mobility gear, the 'C' bag with ground chemical protective equipment, the 'D' bag with aircrew chemical protective equipment, and two publications kits, one containing maps and charts and the other flying publications. And of course, any personal items they may need.

On military transport you only take what you can carry.

"They've gotten pretty good at the bag drag," said Gosselin.

But even being good at it doesn't mean it can't slow you down. Gosselin's speeds up the process. He gathers the equipment, takes it to the terminal, weighs it and checks it in for the crew. Then, he personally delivers it out to the aircraft. That frees the aircrews up to concentrate on their core tasks.

"We've had some visibility (up the chain) even though I haven't really been trying to wave a flag," said Gosselin. "I just want this program to prove itself."

But even with a proven program, there is still no official title for Gosselin's new Reserve job.

"We call him the aircrew mobility manager as opposed to unit deployment manager," said Lt. Col. James Kline, 446th Operations Group.

"You can't create an AFSC," said Gosselin. But, you can create cost savings and efficiency, regardless of what your AFSC may be.

Military clause eases exit from leases

By Maj. Stephen Geringer
♦ Wing Legal Office

Statutory military clause provisions recently added to the Washington Residential Landlord-Tenant Act now allow tenants who are military members or families of military members to provide less written notice to a landlord in times of military necessity.

On March 24, the Washington State Legislature and the governor of Washington enacted the changes to the landlord-tenant act, in order to help military members who receive short notices to activate or deploy.

In times of military necessity, activated

or deployed military members are no longer required to give the normal 20 to 30 days notice before terminating their Washington residential leases. However, the act does provide that the tenant will provide notice of the reassignment or deployment to the landlord within seven days of receipt of the orders.

Even if a military member who is activated or deployed does not have a military necessity and does have time to give the 20 or 30 days notice, the federal Soldiers and Sailors Civil Relief Act would still allow cancellation of most residential and commercial leases based on military orders (30 days after the date that the next rental payment is due).

The SSCRA applies to leases entered into before the military orders are issued. More information about the SSCRA is available on the 446th Airlift Wing mobilizations website at <https://wwwmil.afrc.af.mil/446aw/demob/index.html>.

Although the Washington Residential Landlord-Tenant Act now provides some relief for activated and deployed reservists, military members are still advised to have a military clause in their leases. The clause should provide that the lease may be terminated for military necessity.

For more information, call the 446th Airlift Wing Legal Office at (253) 982-6587.

Money: Get paid while you're away TDY with interim settlement voucher

By Sandra Pishner
♦ Wing Public Affairs

You're on temporary duty 29 days and counting, your Bank of America government credit card balance is due, as it is every 30 days. Feel like you're caught between a rock and a hard place?

While it's typical for reservists to file for travel expense reimbursement when they return from a TDY, in order to pay the bankcard bill when it's due requires reimbursement sooner. Hence, there is a process for Reservists to receive interim payments for accrued travel entitlements and official expenses.

Interim settlement vouchers can be submitted electronically or by fax from wherever you have access to the web, e-mail or a fax machine. Of course, the old fashion paper, envelope and stamp would work as well (okay, not as well, but it works).

A web page maintained on the Ramstein AB, Germany homepage provides one avenue for filing for travel reimbursement. After opening your web browser, type in the address

TRAVEL VOUCHER FOR INTERIM/ACCRUALS Complete only the highlighted boxes

1. PAYMENT ☐ TOTAL SPLIT DISBURSED ☒ PORTION-Specify amount: _____

2. Name (Last, First, Middle Initial) _____ 3. Grade _____ 4. DUTY PHONE _____

5. ORGANIZATION AND STATION _____ 6. TRAVEL ORDER # _____ 7. EMAIL _____

8. ITINERARY

a. Date	b. Place (TDY Location)	c. Means/Mode of travel	d. Reason for stop	e. Daily/Lod Cost	f. POC
MM/DD					
02/01	DEP	Ramstein AB, Germany			
02/01	ARR				
02/02	DEP	Aviano AB, Italy		\$25.00	
02/03	ARR				
02/04	DEP	Bahrain		\$125.00	
02/05	ARR	Diego Garcia		\$0.00	

9. REIMBURSABLE EXPENSES

a. Nature of Expense	b. Amount (in US \$)
Taxi to airport	\$25.00
Rental Car	\$100.00
Excess Baggage	\$225.00
Taxi to hotel	\$40.00

Submit

<https://wwwmil.ramstein.af.mil/86aw/cpts/scripts/project.asp>. This web address takes you straight to an online form you can fill out and submit. Follow the instructions provided, to include selecting your home base from a pull down menu in the form's template. This is important if you want the voucher to be mailed to the base that will pay it (and of course, getting paid is the whole point).

Another method of filing is via e-mail. With "accrual voucher" in the subject line, e-mail, travelers can provide their name, social security number, and an itemized list of accrued expenses. Or, fill out your electronic voucher form and attach it in the e-mail. E-mail your claims to 62cpts@mcchord.af.mil. Reservists can download a travel voucher form from the 62nd Comptroller Squadron's web

page at www.mcchord.af.mil/cpts. Be sure to print a copy for yourself before e-mailing the voucher.

For reservists TDY to several different locations, typically flyers, it's usually best to use the e-mail and attached form method or fax the voucher. The form on Ramstein's web page is limited in the number of TDY locations you can list.

All vouchers require a signature to be processed. To make the electronic process work, Reservists must complete an accrual request sheet before departing home station. Pick up the request sheet at the 62nd CPTS office. If circumstances prevent the request sheet from being completed ahead of time, it can be faxed in from the field. The request sheet serves as a signature card for all interim vouchers submitted during that particular TDY.

Receipts are not required for interim accrual vouchers, but hang on to them for your records and for when you file your final voucher. A settlement voucher that captures the entire period of the TDY will need to be submitted when you return to home station.

Aerial port crews move 11,277 tons of cargo

By Sandra Pishner
◆ Wing Public Affairs

Setting new records, McChord Reserve aerial port workers at Charleston AFB, S.C., helped move more cargo than any other port in the history of Air Mobility Command.

In the month of March, the aerial port workers at Charleston moved 11,277 tons of outbound first-leg cargo material. They also moved 1,194 passengers and loaded a total of 681 aircraft.

"We had about 48 aerial port personnel at Charleston AFB running the nighttime freight terminal operations," said Senior Master Sgt. Tracey White, 36th Aerial Port Squadron NCOIC of training. "We were on shifts running from 7 p.m. to 7 a.m., covering ramp services, cargo processing, and special handling," she said. While deployed to Charleston, White has served in the capacity of superintendent of air freight.

The 36th APS contingent also had a few reservists providing support to the air terminal operations center, passenger service, and fleet services.

Working the ground operations at Charleston was a tremendous learning experience for many of the McChord airmen, according to White.

"We brought a fairly green crew with little

experience with the GATES computer systems, and put people to work in sections they were unfamiliar with," White said. "As so often happens, the original tasking requirements were changed after our arrival at the gaining unit. But what we lacked in experience was more than made up for in enthusiasm," said White whose primary work back home is that of full-time mom and school volunteer.

All reservists from McChord were chomping at the bit to dig in and get the job done, and because of the vast amount of cargo, everyone became "experts in trial by fire fashion," said White.

"The 36th APS has a great deal to be proud of, not only in the daily accolades received from our host unit, the 437th APS, but the numbers that prove what good things can happen when units work together to achieve a common goal," said White.

The units involved were the 437th, 38th, and 81st APS of Charleston, as well as the 88th APS of McGuire AFB, N.J., 89th APS of Andrews AFB, Md., and the 317th Operations Support Squadron of Dyess AFB, Texas.

"We were treated wonderfully by the 437th APS and were sorry to be told we would be leaving what had become a comfortable, though high-paced, routine," said White. All of the McChord aerial port crew moved to

Dover AFB, Del., April 10 as that port regained its normal capacity.

Normally the busiest cargo hub on the East Coast, Dover's ability to process and move cargo was severely reduced by the collapse of its air freight terminal roof following a snowstorm Feb. 18.

After the February snowstorm, Air Mobility Command shifted the Reserve aerial port works from McChord and McGuire to Charleston, where the assistance was greatly appreciated, according to White.

The McChord reservists were able to provide them some relief until the Charleston Reserve aerial port squadrons could be activated and Dover could return to normal operations. The Charleston Reserve units received activation orders and where in place at Charleston on April 7.

"We had a two-day overlap (with the Charleston reservists) and a day to pack up. Then we left Charleston and arrived at Dover," said White, now serving as superintendent of air passenger services. "We are still on 12-hour shifts. We are now more evenly divided into all the sections and are in the company of a large contingent of reservists."

So as it was at Charleston, a skeleton crew of active duty will find itself relying heavily on reservists to get the mission done.

LOADMASTERS

Continued from Page 1

Of the almost 1,000 jumpers scheduled to drop, only a handful had ever jumped from a C-17. With only around 60 seconds of useful exit time over the drop zone, the loadmasters knew it was going to be close.

As the crews arrived at their aircraft it was a truly awesome sight to see all the controlled chaos on the ramp. The maintainers had given their best effort and all were ready to go. The Army had marched their troops to the staging areas behind the aircraft, where they were doing final rigging. The most impressive sight, however, was the long row of aircraft, quietly ready to go.

The taxi out provided one of the highlights of the day as the crews who were not flying that day came out to the edge of the taxiway to bid good luck to the formation. It was an awesome gesture by some awesome people.

The takeoff was uneventful and things progressed like any training mission - until the combat entry check, at which time things began to happen pretty fast.

This combat entry checklist alerts the crew to configure many of the aircraft systems for combat, such as the electrical, defensive, lighting, and communications. It also directs the crew to don all its survival and protective gear. Shortly after this was completed, the computer began to alert the crew with time warnings for the drop.

The heavy equipment aircraft had taken off ahead of the personnel aircraft. When drop zone officials called scores for all five heavy equipment jets, all that remained was to get the jumpers on the ground and head home.

The next few minutes became a blur of activity; checklists were run, doors were opened, the aircraft was configured, and the jump lights went from red to amber to green.

Many loadmasters on the mission said it was the longest minute of their lives, but finally the jumpers got away. All that remained was a quick door check, retrieval of static lines, close up and the escape.

On the way "home," crews gathered on the flight deck and watched the triple A being fired to the south. The videos of antiaircraft fire look just like the real thing; which means it's better on TV than in person.

And that's all there was - a long ride home, reconfigure the jets for cargo hauling for the next four nights and pick up the trash from 100 troops who left the jet in a big hurry.

In all, the initial operations into Bashur moved more than 5 million pounds of men and equipment in five days. Flying in the dark of night, in a hostile country, without incident was made possible because training came in contact with opportunity.

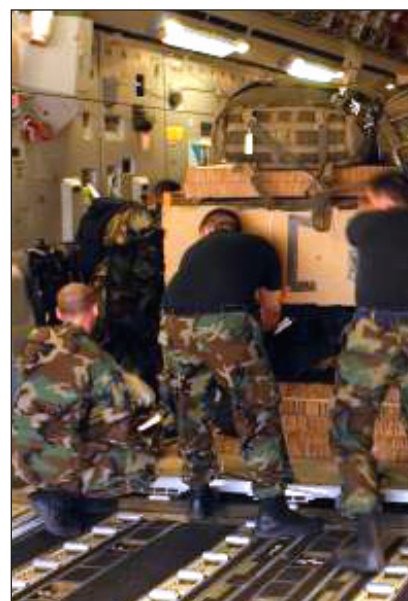


Photo by Airman 1st Class Isaac Freeman
C-17 Globemaster IIIs await orders to load and launch in support of Operation Iraqi Freedom at a forward-deployed location.

Operation Iraqi Freedom - The airlift story



Photo by Master Sgt. Dave Ahlschwede
A loadmaster, with the help of airmen from the 409th Air Expeditionary Group, deployed to Camp Sarafovo, Bulgaria, load humanitarian cargo onto a C-17 Globemaster III. The C-17 landed a Burgas Airport on its way to deliver humanitarian aid to the people of Iraq.



Aircrews and aerial port and maintenance personnel load humanitarian aid onto a C-17 for a mission into Northern Iraq, a combat zone bringing war fighting capabilities.



Photo by Staff Sgt. Mitch Fuqua
C-17 Globemaster III breaks free of the ground heading for McChord Air Force Base after transiting through Aviano Air Base, Italy.



Photo by Master Sgt. Billy Johnston
ad C-17 aircraft and its crew from the 446th Airlift Wing, McChord Wash., air drop vehicles and weapon systems into Northern Iraq on May 26, 2003.



Photo by Master Sgt. Billy Johnston
Teams from around the Air Force load vehicles and weapon systems onto the aircraft. This is the first time a C-17 has performed a heavy drop into a combat zone to forward deployed Army troops.



Photo by Airman First Class Isaac Freeman
Soldiers are gathered in their respective companies to listen to the motivational speech from their commander prior to loading onto C-17s for a mission in support of Operation Iraqi Freedom. Operation Iraqi Freedom is the multinational coalition effort to liberate the Iraqi people, eliminate Iraqi's weapons of mass destruction and end the regime of Saddam Hussein.

Split Training Option

Program allows recruits to get to work sooner

By Master Sgt. Bud McKay
◆ Wing Public Affairs

New recruits in 446th Airlift Wing and the Air Force Reserve Command are now able to complete basic military training and drill with their units months before beginning technical school training. Called Split Training Option, this program allows recruits to join this wing instead of putting their enlistments on hold or joining other units with AFSCs that have technical school slots available.

"Before, basic military training was tied to when a recruit could go to a technical school," said Brig. Gen. Tom Gisler Jr., 446th Airlift Wing commander. "If a recruit couldn't get a technical school date, the recruit couldn't get a BMT date. Now, we'll have the ability to assess them and send them to BMT and then later, when class dates open, have them go to a tech school."

According to Gisler, reservists will eventually go to a technical school, but in the meantime, they'll be able to attend unit training assemblies, get their hands dirty and get some on-the-job training for the job they were hired to do.

With the Split Training Option, Air Force Reserve recruiters, at the discretion of wing commanders, may offer the option to recruits who have never been in the military.

Under the Split Training Option, the 446th AW has created the 446th AW Split Train-

ing Accession Readiness Flight – STAR Flight. The responsibility of the STAR Flight, according to Gisler, will rotate through the wing's three groups every six months. The 446th Maintenance Group is the first to stand up the STAR Flight.

So, what training goes on in the STAR Flight?

"We'll do training in areas like terrorist and incident response, local conditions response, counter intelligence awareness – basically Air Force 101, where we'll bring in the experts to cover the training," said Master Sgt. Ray Jacques, one of the first supervisors of the STAR Flight. "The goal is for the recruits to hit the ground running, making their time after BMT productive and enjoyable and to help prepare them for tech school. We want this to be totally productive for them."

Gisler said he hopes the option allows recruits who come in to stay motivated and, at the same time, to get acquainted with the career fields they've chosen while they wait for a technical school date.

"We want to keep the recruits pumped up and give them a chance to interact with the people of their assigned unit," Gisler said.

While the recruits will be able to get their hands dirty before going to technical school, it will be strictly for familiarization.

"It will be a split training class environment," Jacques said. "They'll get the training in classrooms, but also spend time in

their shops. They won't be changing engines or anything like that, but they will get an opportunity to have a proactive, hands-on experience before they start tech school."

The Split Training Option is new to the Air Force Reserve Command, but it's not a new concept. Other services have recognized the shrinking pool of potential prior-service applicants and have been offering the program to attract non-prior service people, according to said Col. Larry Lee, chief of the training and professional development division at Headquarters AFRC. The Air National Guard has had the option for the past four years, and the Army National Guard has had the program in place since 1978.

The Split Training Option will be how the 446th AW and the command do business now, says Gisler.

"This is a viable option for us to meet our end strength and allows some flexibility for the recruits," Gisler said. *(AFRC News Service contributed to this report)*



We want to keep the recruits pumped up and give them a chance to interact with the people of their assigned unit.

Tom Gisler Jr.

Medical team shares skills with Tunisians

By Capt. Tammy Lewis
◆ Wing Public Affairs

Four 446th Aeromedical Evacuation Squadron reservists who went to the small country of Tunisia in mid-February were part of a team of medical professionals for MEDLITE03.

The group of nearly 30 military medical professionals was made up of active-duty, Reserve and Guard members from both

the United States and European Command.

Reservists from the 446th AES included Maj. J.Z. Zmaeff, Senior Master Sgts. Tom Henderson and Jeff Drake, and Tech. Sgt. J.P. Wirth.

The McChord reservists taught advanced medical trauma, advanced cardiac life support, pre-hospital trauma life support, and emergency medical technician courses to about 75 Tunisian medical professionals.

"We were primarily teaching them the U.S.-designed systems of operation and organizational procedures," Wirth said.

While the Tunisians have medical expertise, according to Zmaeff, they lacked the logistical experience required for aeromedical evacuation.

"It became obvious during the (mass casualty) exercise that they were used to whoever speaks the loudest or has the most rank being in charge,"

Zmaeff said. "That doesn't work well in mass casualty situations. You have to listen to the person who knows the job, not the rank."

This is the second time MEDLITE has been held, but it was the first time the 446th AES had participated in the exercise.

Triage, tenting, operating rooms, intensive care units, staging and transport were all areas discussed and practiced by the American and Tunisian teams.



Photo by Tech. Sgt. Rich Puckett

C-17s from McChord and Charleston AFB's prepare to launch for airdrop and airland missions into Iraq.

AIRCREWS

Continued from Page 1

personnel drop for the C-17.

In all, 15 C-17s flew from Aviano AB, Italy to the Iraq airfield, delivering personnel and the equipment needed to secure it. Shortly afterward, C-17s began landing on the airstrip delivering cargo and more personnel.

Aircrews representing all three wing flying squadrons were in the lineup for the airdrops; one crew dropped equipment and three dropped soldiers. Lt. Col. Mike Mahan, 728th Airlift Squadron commander, piloted the eighth aircraft in the 10-ship personnel drop formation and found the mission to be very much like smaller-scale airdrops crews have practiced in the past.

"Overall, the big picture of doing a combat drop was the same as what we do in peacetime and in our training," Mahan said. "We assessed the threats, the terrain we would be dealing with, the altitudes we would need for the terrain and our escape route. If anything was slightly different in the profile from what we've trained on, it was the escape route after the drop because we had to get away from the terrain."

Terrain was what Maj. Rob Sawyer kept an eye on from his aircraft in the formation. As an observer on the flight, Sawyer monitored the terrain, making sure the C-17 didn't fly near the hills or other significant rises.

"The airfield is deep in a valley," said Sawyer, flying with the 728th AS.

Maj. David Zeitouni, 313th Airlift Squadron, agrees the aircrews trained as they performed on this mission. "From the mission

perspective, this is what we have trained for years to do and it really wasn't very different from that nor was it all that difficult."

Nor was it the first time the C-17 has performed airdrops in a "combat zone," according to Zeitouni. "I know many folks don't consider it combat, but we did lots of combat airdrops over Afghanistan. It was humanitarian supplies, but we called it combat at the time."

First combat use of a C-17 or not, Zeitouni admits the March 26 mission was significant. "We knew the mission was fairly historic and a 'first of its kind' mission and we were honored to be a part of it."

Honored and satisfied is what the 446th AW aircrews felt when all was said and done. "The soldiers had a quiet enthusiasm," said Mahan. "The enthusiasm became more pronounced as we got closer to the jump. By the time the soldiers began exiting the aircraft, the enthusiasm was palpable."

So palpable, according to Mahan, the aircrew could hear shouting of the Army's signature affirmative call of Hoo-ah.

On Sawyer's flight, seven soldiers went from quiet, mental preparation, to jump-ready enthusiasm, to disappointment.

"We had briefed all the jumpmasters that once the jump light went red, anyone jump-



I got so busy with my work, I forgot where we were and before I knew it, we were airborne.

Jim Caron

ing did so at their own peril," Sawyer said.

The red light signifies the aircraft is at the end of the jump zone.

"About seven soldiers were unable to jump and seemed pretty disappointed. But, they got in there later on an airland mission," added Sawyer.

While 10 of the 15 C-17s flying that night carried troops, the five aircraft leading the formations carried equipment.

The following evening, another wave of C-17s entered Iraq, this time landing to off-load personnel and equipment.

"When we actually landed," said Chief Master Sgt. Jim Caron, 97th AS loadmaster, "I got so busy with my work, I forgot where we were and before I knew it, we were airborne."

Too busy and, by all accounts, too dark to really grasp they were in Iraq.

"You couldn't see anything outside the aircraft without the NVGs (night vision goggles)," said Caron. "I don't know if I've ever seen any place that dark. It was totally overcast and there were no lights on the field or from the aircraft. You couldn't see the wing tips from just off the ramp without the NVGs."

While the initial C-17 missions into Iraq were conducted in darkness, there was significant visibility of another type.

"Colonel (Bob) Allardice (McChord's 62nd Airlift Wing commander) was the overall mission commander and he said even the White House knew what we were about to do," said Mahan. "After we got back, he showed me an e-mail from General (John) Handy (U.S. Transportation Command commander), that said 'great job, well done.'"

ESGR has resources for reservists

By Tech. Sgt. Heather Hanson

◆ Wing Public Affairs



The balance of being a citizen-airman is growing increasingly difficult with the current demands on reservists today.

Being able to meet the demands of family, a civilian and a Reserve career can be difficult when an increased military presence is needed in the world.

Even though this increased need can often be hard on employers of reservists, there are ways to stay informed and to keep civilian employers informed to keep the delicate balance as harmonious as possible.

Reservists should first be aware of their rights as a reservist. The Employer Support of Guard and Reserve website, located at www.esgr.com, is filled with information to help reservists understand the different legal issues and re-employment rights they are entitled to, especially in case of an activa-

tion or deployment.

A deployment, activation or even annual tour doesn't have to be a painful process for reservists and it certainly shouldn't come as any surprise to employers. Avoiding any surprises or conflict starts with reservists keeping their employers informed of any upcoming Reserve commitments as far in advance as possible.

Reservists can also provide their employers with information about the Reserve and refer them to the ESGR website so they know their rights as an employer.

Most of the problems brought to the Public Affairs Office usually are a result of misinformation or a lack of information. If reservists and employers are both aware of

how to handle situations before they arise and are aware of their rights, then completing duty when needed can become a less painful event.

But, if all the preparation in the world doesn't circumvent a problem in the civilian workplace, there are people to turn to.

The Public Affairs Office is the first place to go. Often, a simple phone call to a civilian employer can solve what may seem to be an otherwise large problem. If that doesn't work, then the members of the Public Affairs Office can help reservists resolve the problem through other channels.

But not all feedback has to be bad.

There are programs through ESGR that allow reservists, who have exemplary employers who support their Reserve commitments equal to or above that the law requires, to say "thanks." These programs include the My Boss is a Patriot Award. The forms are located on the ESGR website or at the Public Affairs Office.

Rules rule bringing home 'war trophies'

By Lt. Col. Brent Evans

Air Force Reserve Command

◆ Robins AFB, Ga.

Souvenirs from countries in the areas of responsibility military members are currently serving in make great conversation pieces back home, but there's a catch.

Air Force Joint Instruction 31-217, *Control and Registration of War Trophies and War Trophy Firearms*, governs keeping and registering "war trophies" by Air Force people. Failing to abide by these rules could lead to serious consequences, including fines and jail time.

A war trophy is any item of enemy public or private property used as war material acquired within a combat area or zone. It can be a weapon, a shell casing, a radio or many other kinds of property.

To possess and transport such a souvenir, one must have written permission from the theater commander.

Some items, such as shell casings, require additional written permission from the Bureau of Alcohol, Tobacco and Firearms.

Federal law requires that the desire for souvenirs not blemish the conduct of combat operations, result in mistreatment of the enemy, bring dishonor to their dead or further other unbecoming activity.

Enemy material captured or abandoned must be turned over to appropriate U.S. or allied military personnel, and military members may not take an enemy object as a souvenir unless specifically authorized by regulations. In addition, Article 103 of the Uniform Code of Military Justice requires service members to reasonably secure all public property taken from the enemy and to turn over captured or abandoned property to the U.S. military.

Failure to carry out these duties, or looting, pillaging or dis-

posing of captured property for personal benefit is punishable by court-martial.

AFJI 31-217 contains a long list of items that may not be kept as war trophies. Those items include, but are not limited to, live ammunition, machine guns, electronic equipment and components, and enemy equipment not designed to be issued or carried by individuals (tanks, planes, motorcycles). Also banned are art or historic articles and items like gold, silver or jewelry.

General orders of combatant theater commanders are usually more restrictive. For example, U.S. Central Command General Order No. 1 specifically prohibits keeping personal items of the enemy (identification cards, dog tags, photos, letters), weapons or any part of a foreign made weapon and *unit* war trophies.

For items not prohibited by the instruction or a general order, service members must have an approved Defense Depart-

ment Form 603-1, *War Trophy Registration/Authorization*, from the theater commander.

People who violate these rules can be punished under the UCMJ. During the Gulf War, U.S. military personnel, including two airmen, were court-martialed for violating these rules.

Authorized war trophies may be mailed, shipped, included in authorized baggage or carried personally to the United States as prescribed by the major overseas commander and U.S. Customs. Nearly all of the mail arriving from overseas is now being checked by customs agents because of recent increases in contraband.

On a final note, war trophies can be dangerous. In Bosnia, weapons were sometimes booby trapped to explode when the trigger was pulled, so the U.S. Army had the following safety campaign slogan: "If you didn't drop it, don't pick it up." (*AFRC News Service*)

McChord maintainers maintaining freedom

Eleven deploy to support Operation Iraqi Freedom

By Tech. Sgt. Collen Roundtree
◆ Wing Public Affairs

Air Force aircraft flew more than 6,500 airlift sorties, moving more than 65,000 passengers and nearly 48,000 tons of cargo by the second week in April. That kind of flying volume makes it important to keep the aircraft maintained and always ready.

To help keep them flying, 11 maintainers from McChord's 446th Aircraft Maintenance Squadron are deployed to Charleston AFB, S.C., Germany and Turkey in support of Operation Iraqi Freedom.



Photo by Tech. Sgt. Ruby Zarzyczny
Tech. Sgt. Richard Smisek, 446th Aircraft Maintenance Squadron (left), and Senior Airman Josh Gallagher, 446th AMXS, test the fuel panel prior to refueling the C-17 aircraft. Smisek and Gallagher are deployed to Charleston AFB, S.C. in support of Operation Iraqi Freedom.

There is plenty to do at Charleston AFB for the crew chiefs from the 446th AMXS, where some days 20 or more aircraft launch or arrive at the base.

So, the crew chiefs pump fuel, change tires, fix lights and repair whatever needs fixing to keep the aircraft ready for the next mission.

"We've got planes staged out of here that come from Germany and the Middle East for maintenance," said Senior Airman Josh Gallagher, a crew chief with the 446th AMXS. "We do the major maintenance, inspections and HSCs (home station checks) before we send it back out again."

"She's flying real well," said Tech. Sgt. Richard Smisek, also a crew chief with the 446th AMXS. "I haven't run into too many major problems with the airplane. A lot of small maintenance problems, but other than that they are pretty much crew ready."

The problems specific to Operation Iraqi Freedom are, according to Tech. Sgt. Brian Reinke, a 446th AW crew chief initially deployed to Charleston and recently redeployed to Germany, are due to the rough runways the C-17s are landing on. Although the aircraft is designed and able to handle primitive airfields, Reinke said the things crew chiefs are watching for are tire and gear problems.

"Because of the deteriorated runways, it has taken its toll on tires and landing gear seals," said Reinke.

Another item the maintainers are alert for when an aircraft returns from a mission is with FOD, or foreign object damage.

"We've had our share of fan blades being nicked," said Reinke. "Those nicks can be caused by anything like rocks on a runway or ice in flight."

But the problems are such that the crew chiefs can find them, repair the aircraft and send it off again in as few as four to eight hours.

Maintenance isn't all the 446th AW maintainers contrib-



Photo by Tech. Sgt. Ruby Zarzyczny
Senior Airman Josh Gallagher, 446th Aircraft Maintenance Squadron here, inspects the engine of a C-17 at his deployed location of Charleston AFB, S.C..

ute to the flightline at Charleston; the McChord team gives something to the newer troops that will last long after Operation Iraqi Freedom is officially completed - knowledge.

"Most nights there are three 7-levels on the shift," said Smisek. "The 7-levels and 5-levels (from McChord) are training the 3-levels (assigned to Charleston)."

With the majority of, the Air Force C-17s at Charleston, the opportunities to improve the skills of newer and more experienced crew chiefs are plentiful.

The McChord maintainers were authorized to help with the training using local certifiers to inspect the results.

"So, we've been working and training," said Smisek.

Both Smisek and Gallagher were activated right after 9/11 and then again in February of this year. Smisek had only a week-end off between activations and once this is all over, has plans to become a full-time student for a while.

Gallagher is glad he is doing the deployments while his 9-month-old son is young and hopes to be able to be home with him when it's time for sports and grade school.

"Aviation is proof, that given the will, we have the capacity to achieve the impossible."

— Capt. Edward "Eddie" Rickenbacker, Medal of Honor recipient

May 2003

Did you KNOW

From March 6 to April 15, the 446th Airlift Wing Legal Office has generated: More than 275 powers of attorney, 150 estate plans and performed 26 legal reviews on line of duty determinations?

July UTA rescheduled

The July "A" UTA, originally scheduled for July 12-13, has been rescheduled to July 19-20 to avoid conflicting with the McChord Air Expo July 13.

Web link way to support troops

A new link on Air Force Link, listing ways that people can support our troops, can be found at www.af.mil/news/opscenter/troop_support.shtml.

Annual tour orders cut off date set

All annual tour orders need to be obligated by June 30. In order to meet the Headquarters Air Force Reserve Command suspense, all orders must be turned in to 446th Airlift Wing Financial Management by June 13, no later than 11 a.m.

Dental certification process changes

The dental portion of the annual physical requirement has changed. Starting from age 19, and every three years thereafter, reservists are required to have a military dental exam with their periodic health assessment. In the intervening two years, reservists are required to have their civilian dentists complete the DD Form 2813 and bring the form in when accomplishing their annual PHAs. The PHA cannot be completed unless the DD Form 2813 is completed. The dental staff will review the dental form and determine if any follow-up is needed. Forms will be available on the wing web page at www.afrc.af.mil/446aw

Emergency contact information goes virtual

Emergency contact information formerly provided on the DD Form 93 is now collected, stored and retrieved on the web. Called vRED, this is an automated smart program that guides the member through the process, of completing his or her emergency contact information by tailoring the

questions asked to his or her specific family situation. It allows around-the-clock access to emergency data through the Air Force Personnel Center's secure server (<http://www.afpc.randolph.af.mil>) from any computer with internet access. The goal is to have 90 percent of the 446th Airlift Wing signed up by May, so it is imperative that as many reservists as possible get their virtual DD Form 93s accomplished.

Security clearance requirements change

Recently DOD changed its policy on Entrance National Agency Checks, requiring all individuals who entered the military with an ENAC to now have a National Agency Check conducted. The 446th Airlift Wing has more than 750 people who must submit a NAC.

After a worksheet has been filled out by an individual, an appointment for processing will be scheduled through unit security managers. People can expect to spend at least an hour at this appointment if their investigation is an initial one or about 15 to 20 minutes for a periodic reinvestigation.

Stuffed animal donations for reservists' children

The 446th Airlift Wing Family Support Center has started collecting stuffed animals (new or "gently" used) to give to children during support groups and other 446th AW family events. If you would like to donate one, please deliver it to in Bldg. 1207, Family Support Center. Donations to purchase stuffed animals will be accepted as well. Stuffed animals don't replace parents who are TDY, but they do make children feel a bit more secure and every little bit helps.

Help if you can, the children truly appreciate it.

Personnelist training available from MPF

The 446th Mission Support Squadron's Military Personnel

Flight conducts in-house training each Sunday on unit training assembly weekends from 8 a.m. to 11 a.m. If you would like training, or would like to arrange for training for your squadron personnelists, call 982-9109.

Know your employer's smallpox policy

Several reservists who have received the smallpox shot have been told they can't work at their civilian job until the smallpox site is completely healed. It is very important for reservists to get their employer's policy before they get the shot. If their employer refuses to let them work because of the shot, the shot can be deferred until reservists deploy. All reservists are encouraged to get their employer's policy in writing. For more information contact the 446th Aerospace Medicine Squadron.

Chiefs challenge colonels to softball match

The next 446th Airlift Wing and 62nd Airlift Wing Chiefs vs. Colonels softball game is June 13 a 4 p.m.

Budget seeks funding for more reservists

The president's proposed defense budget for next year seeks \$3.5 billion in funding and an end-strength of 75,800 reservists for Air Force Reserve Command. The fiscal 2004 request, which covers the fiscal year starting Oct. 1, 2003, asks for 200 more Air Force reservists. Senior Department of Defense officials announced the overall defense budget request of \$380 billion in January. The Air Force is to get \$93.5 billion.

GI mail provides reliable e-mail to loved ones

A secure and reliable e-mail program offered by Air Force Crossroads helps families keep in touch with deployed airmen away from home through Global Internet Mail. Registration for GI Mail is free for those eligible through Air Force Crossroads — the official Air Force community Web site — at www.afcrossroads.com.



Eligible users include active duty, Reserve, National Guard, retired or civil service employees and their authorized family members.

Airmen can log in to the Web-based system from any computer with Internet access. Families without computers or Internet access can visit family support centers, which have computers with Internet access available for families to use.

Good hygiene helps keep SARS by bay

SARS (Severe Acute Respiratory Syndrome) is a respiratory illness believed to be caused by a newly recognized virus in the Coronavirus family.

As with other respiratory illnesses, good hygiene and frequent hand washing can help to prevent the spread of this disease.

The vast majority of SARS cases occurred mainly in Asia

but has now made its way to Europe, Canada and the United States.

The illness usually begins with a fever (100.4 or higher) and is usually associated with symptoms similar to the flu (headache, muscle aches, sore throat). After about three to seven days a dry cough, shortness of breath or difficulty breathing can develop.

The disease appears to spread from person to person by close contact. Casual contact does not spread the disease, however, the risk of transmission in closed spaces, such as with public transportation, is being investigated.

Should you develop a fever and cough or other respiratory symptoms following any future travel to an affected region or have close contact with a SARS patient, please contact your healthcare provider immediately.

Newcomers

Major

Faith Mueller, 446th ASTS

Captain

Joy Lower, 446th MSG
Stacia Hornbacher, 446th ASTS
Hayley Wihongi, 446th CES

Second Lieutenant

Sandra Manning, 446th ASTS

Technical Sergeant

Oliver Jaeger, 446th AES
Clay Langston, 446th ASTS

Staff Sergeant

Martin Deberry, 446th ASTS
Donald Ducay, 446th ASTS
Richard Gerren, 36th APS
William Miranda, 446th AMXS

Senior Airman

Cherrie Dietrich, 446th AMDS
Steven Vasquez, 446th AES
Mitchell Wheeler, 86th APS

Airman First Class

Joshua Craig, 446th LRF

Promotions

Major

Kyle Blumenschein, 97th AS
James Foy, 97th AS
Craig Hatch, 728th AS
Troy Larson, 728th AS
Andrew Macha, 728th AS
Chris Santamaria, 97th AS
William Scaggs Jr., 313th AS
Mark Trejo, 313th AS
Philip Vu, 97th AS

Technical Sergeant

Michael Pate, 446th SFS

Senior Airman

Michael Burke, 446th OSF
Daren Rice, 446th ASTS

Airman

Corey Palmer, 446th CES

Retirements

Lieutenant Colonel

Ann Lower, 446th ASTS

Major

Elise Rowe, 446th MSG

Chief Master Sergeant

Paul Curtiss, 446th MSS
Edilberto Ortiz, 446th ASTS

Master Sergeant

Derek Crace, 36th APS

Technical Sergeant

Glenn Kelley, 446th ASTS
Julia Nation, 446th ASTS

Staff Sergeant

Pablo Salas, 446th ASTS

Quarterly Award Winners

Airman - Senior Airman Justin Boardly, 446th AMXS

NCO - Tech. Sgt. Thomas Sullins, 446th MXS

Senior NCO - Senior Master Sgt. Tylar Edwards, 446th AW

Pssst! Can we ask you a question?

“What are some of the coping strategies that help you get through the day when your military family member is away on a mission?”



Polly VonThaden, wife of Maj. Chris VonThaden, 728th Airlift Squadron pilot.

“I e-mail him every morning and every evening. We have a 12-week-old son and I let him know how we are doing and how the day or night went.”



Tim Hansen, a junior in high school and son to Senior Master Sgt. Dave Hansen, 313th Airlift Squadron resource manager.

“I can’t say I think about one thing. I concentrate on my school work.”



Photos by Tech. Sgt. Collen Roundtree

Gwen Olsen with her 9-year-old daughter Emily, the family off Maj. Warren Olsen, 728th Airlift Squadron pilot.

“I haven’t perfected those yet.”

Operation Iraqi Freedom: Air Force contributions by the numbers

In the first 20 days of Operation Iraqi Freedom, airmen:

- ◆ Conducted more than 1,500 GPS satellite uploads to provide enhanced GPS accuracies less than four meters spherical error probable (a 3-dimensional measure of accuracy) for coalition operations throughout the theater.

- ◆ Flew more than 18,000 sorties, or 58 percent of the coalition total.

- ◆ Flew more than 6,000 airlift sorties, or 95 percent of the coalition total, and moved almost 46,000 short-tons of cargo and almost 62,000 passengers.

- ◆ Flew more than 4,200 aerial refueling sorties, or 65 percent of the coalition total.

- ◆ Flew more than 200 combat search and rescue sorties, or 84 percent of the coalition total.

- ◆ Flew about 650 command and control, intelligence, surveillance and reconnaissance sorties, or 30 percent of the coalition total.

- ◆ Flew about 110 Predator and Global Hawk surveillance, reconnaissance and strike sorties.

- ◆ Flew about 7,200 strike and counterair sorties, or 43 percent of the coalition total.

- ◆ AE total patients moved (March 19 through April 15): about 1,460

- ◆ Passengers moved (through April 13): about 91,450



Air Force Photo by Staff Sgt. Edward D. Holzapfel
Air Force medical technicians and crew members, including the 446th Airlift Wing's Lt. Col. Randy Miller (second on the right), carry a soldier injured in Operation Iraqi Freedom off an aircraft March 29. Medical personnel have moved 1,460 patients during Operation Iraqi Freedom between March 19 and April 15.

446th Associate Press



The 446th Associate Press is printed for associates like Senior Master Sgt. William Collins, 446th Civil Engineer Squadron.

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